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Continued from Page 15

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Bonuses-skipper digging in

A DISPUTE over bonuses involving skippers of stern trawlers flared up at Aberdeen on Wednesday.

The skippers were to hold an emergency meeting and had decided no boats would sail until a decision on further action had been taken by the skippers.

Joe McLean, secretary of the Aberdeen Trawler Officers' Guild said that the owners came up with "nothing" at a meeting over the issue and so the skippers called for their meeting.

"The matter could extend to skippers of every new vessel in the port."

CRUSHED!

TWO GRIMSBY anchor-scutters were badly damaged last Saturday as BUT's middle-water trawler *Ross Jackal* manoeuvred stern in the fish dock before leaving on a trip.

Ross Jackal was undamaged, but the scutters *Olympic* and *Edley* were likely to require repairs running into many thousands of pounds.

Olympic has severe stern

We consider an agree has been broken by last week's Fishing Vessel Association which was introduced a new agreement effective from January 1st.

Until we get the area of contention settled, we can't endorse the owners' quest. The bonus has been discussed with owners for eight months. The skippers are bloodyed on this one.

It was decided at AGM that something is to be done. Another meeting gone by with nothing said.

Both are skipper and work through the J. Lawson and Dandridge's, respectively. Reported to take at a month.

No one was injured in collision and *Ross Jackal* able to proceed to sea.

HUMBER as trawlers sweat on Norway deal

THE HUMBER fleet is being torn apart while Britain waits for the EEC to strike a deal with Norway. As time goes on fears increase that Norway will unilaterally 'chop' all EEC vessels from her waters - deep water ships, Scottish seiners, the lot.

Under the present interim deal with Norway there is just not enough fish to go round. More than half the distant water wet fish fleet has been laid up in Hull and, at Grimsby, more than 20 similar vessels have gone to the wall. Only eight distant water wet fishers are operating from Grimsby and the situation would have looked even worse if it had not been for seven vessels being switched to middle water grounds.

Whether these trawlers will ever get to sea again is a subject for great speculation. Norway has threatened to kick all Community vessels out of her waters if the EEC did not come up with satisfactory proposals for a new deal by the second week of January.

This deadline has come and gone and the EEC is still wrangling over its internal policies.

In Hull, British United Trawlers has 15 vessels laid up. *Ross Sirius* and *Ross Orion* completed this figure last week.

A company spokesman said: "The industry wants a re-negotiated common fisheries policy from the EEC. Until you get that, you can't do any deals with third countries."

With only eight vessels operational at Grimsby, the

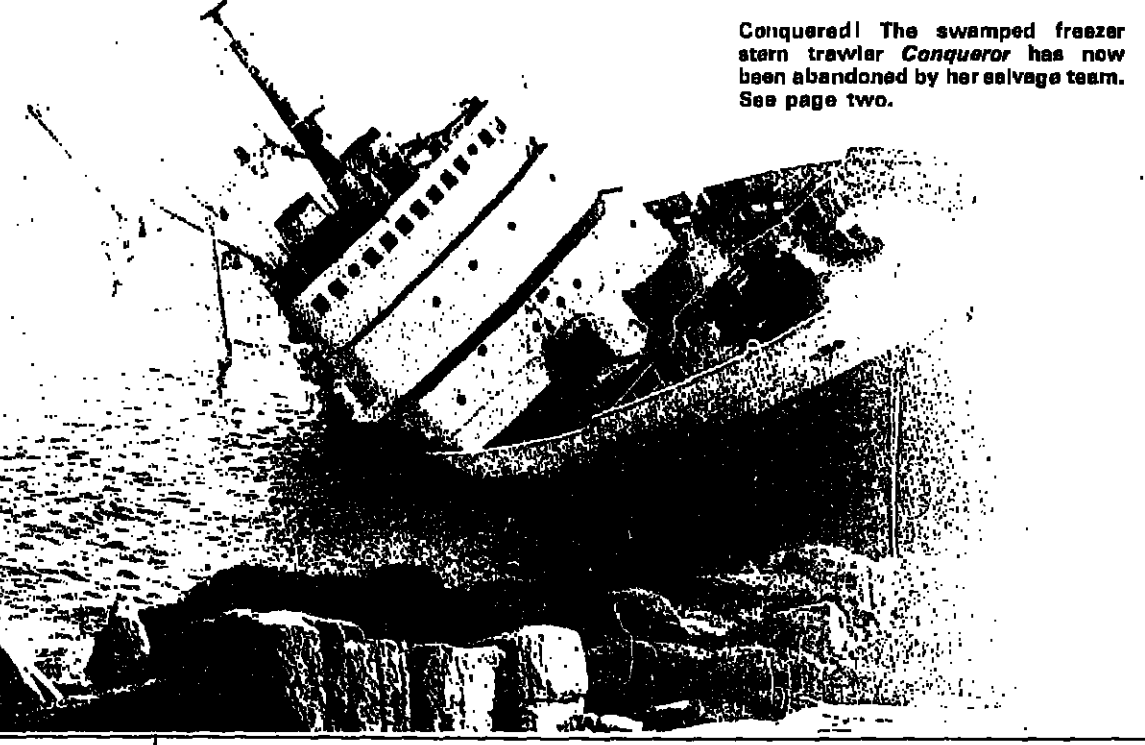
extent of the havoc in the port can be gathered from the fact that there the port boasts a fleet of 38 distant water wet fishers.

Several - like *Locarno*, *Ross Kandahar*, *Boston Concord* and *Prince Charles* - have not been to sea for well over a year and seem unlikely ever to return.

An official estimate of the numbers of distant water ships operational at the end of November was put at 24 vessels, but this figure did not include many of the smaller trawlers which had alternated between middle and distant water grounds.

Set against this figure, low as it was, this latest EEC bombshell is little short of a catastrophe for the port's three deep water owners.

One company spokesman told Fishing News: "The quotas are so poor we either



Conquered! The swamped freezer stern trawler *Conqueror* has now been abandoned by her salvage team. See page two.



Danes ready to settle

DENMARK is faced with agreeing to unacceptable fishing proposals by the EEC just to stop what she fears is the even greater threat of Britain taking unilateral action.

The cut-back on Danish fishing proposed by the EEC is preferable to a complete break in negotiations, which could lead to anarchy in the North Sea and the inevitable imposition by Britain of her own regime, Mr. Jakobson, Danish Minister of Fisheries, is quoted as saying in his country's newspapers.

Another leading newspaper singled out Mr. Silkin as the principle opponent of Danish interests. His hand was stronger than Mr. Jakobson's: if Britain accepted the Commission's proposals Denmark would have to follow while if there was no agreement Britain could introduce her own regime.

that demands he would put at the Council meeting would, in effect, lead Britain to displacing Denmark as the dominant fishing nation in the North Sea.

A leading article in the *Financial Daily Boersen* argues that, if negotiations break down and Britain imposes a 50-mile zone, Denmark should take the matter to the European Court.

An earlier report in the same newspaper quoted Danish minister, John Silkin, as saying he could not deny

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Raised Rona fishing soon

THE Teignmouth, Devon, trawler *Girl Rona* — raised from 200ft, down on the seabed last year — is riding in the River Teign after being restored.

Skipper-owner Reg Matthews abandoned *Girl Rona* as she sank off Dodman Point, Cornwall last February. He and the crew were taken off safely.

The 50ft steel stern trawler was in an upright position on the seabed, but was written off by everyone — except Skipper Matthews.

A former member of the British Sub-Aqua Club, he knew lifting techniques used to raise a wartime RAF Halifax bomber intact off Norway in 1973 could be pressed into use.

He contacted Jack White of the diesel engine amazingly survived eight months beneath the sea. A few new parts were acquired and now it is running again.

SALVAGE MEN abandoned attempts to refloat the £1-million Hull freezer trawler *Conqueror* on Sunday after two weeks of work at Mousehole, near Penzance, Cornwall. She was declared a total loss on Tuesday.

The Folkestone, Kent, firm of Eurosalve had been within an ace of a salvage triumph. Before a Southerly gale struck, tugs had been ordered for a refloating attempt which had been timed for 4 pm on Tuesday this week.

Work had almost been completed on her and Eurosalve's managing director, Jim Rowland, spoke at the decision.

"There is nothing we can do about it," he said.

"We have decided to abandon her," said Mr. Rowland at Penzance on Sunday night. "There is nothing anyone can do now, for we are absolutely certain debris is falling out of her."

There was a diving survey

Conquered!

Salvage team abandons broken freezer

on Sunday in the inky-black water and the decision followed.

"She is definitely broken underneath, which means that the after-part of the ship couldn't be pumped out," he added.

"We have no alternative but to pack up our bags and go home."

The 1,100-ton vessel, which went aground just before dawn on December 27, now has an extra 8ft of depth, which meant the starboard side had caved in 8ft out of true.

"The water is now flooding the bridge of the vessel — at no time before was it there," he remarked.

The holes are due to the

surging sea. Mr. Rowland had appreciated that Southerly storms were the major risks.

For most of the time since *Conqueror* was stranded she has been in sheltered waters, with North-Westerlies prevailing.

The change in the weather brought a dramatic change in fortunes. "She is rolling about," he said. "The tip of the mast was describing a 25ft arc during the heavy weather."

and the forepeak was swinging through 15ft of movement left to right.

The list increased to 40 deg. The team was only days away from refloating her.

"On the Wednesday night we had six hours of rain. Southerly gales and it altered the situation of the vessel two particular ways. She came back into another 6ft of water and went over another five degrees," he said.

The surge and swell were severe. "The sea hit broken through into the hull and blown the centre of half-forward hatches off."

Only two hours more and had been needed in an emergency after that testing remained.

Now, the UK Trade Mutual Insurance Co. is negotiating bids for the vessel.

COMMENT

THE DILATORY attitude of the EEC in its dealing with Norway is now coming home to roost — right at the Humber fish docks.

The interim deal with Norway is proving about as useful as giving a single fish to a flock of seagulls. Trawlers are being laid up wholesale because there is just not enough fish to keep them in business.

The burden of this temporary arrangement with Norway might be bearable if the prospects of a lot of herring were looking good. But with every passing day that EEC spends wrangling over its own region the Norwegian attitude seems to be hardening.

If, as the noises from Norway would have us believe, she intends to kick out all the EEC fleet, the implications for British fishing would be enormous. While the focus of attention is now on the fate of the Humber fleet, some of the best and most efficient caught fish is still being brought back from Norway by Scottish seiners fishing south of the 62° line. These vessels have to pull out, the foundations of the whole of Scottish fishing would be shaken.

This is, of course, one side of the story. Unilateral action by Norway would not be exactly beneficial for fishermen. Norway takes 127,000 tonnes for British waters, while in return the UK catch in the Norwegian zone of the north-east Arctic was 56,150 tonnes last year.

This is a huge imbalance, but it is to some degree equated by the value of fish taken. The 44,000 tons of cod and haddock we take is offset by the 100,000 tons of Norwegian effort which is on blue whiting, sprat and mackerel.

On this basis, we were surprised to hear representative of the Scottish Fishermen's Federation telling a House of Commons sub-committee last week that there was a growing feeling among shipowners that it might be better to clear out the Norwegians altogether. This type of gut reaction assumes that, overnight, fishermen steeped in a tradition for cod and haddock would be happy to switch over to all the sprats, mackerel and whitefish suddenly available.

First, we doubt that; and secondly, with the EEC doling out the quotas, would all that extra fish suddenly come back to Britain?

PERHAPS WE should be wary of getting carried along with Minister John Silkin's euphoria over latest EEC proposals for 'fishing plans' as an acceptable basis for agreement on a Common Fisheries Policy. A press communication issued by the Commission says that, not only will the Commission control of the zones between 6-12 miles, but beyond!

fishing news

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ABC



Our Rachel — inshore trawler from Scarborough.

£44,000 start for pair team

GRIMSBY got back to something approaching normality last week after a dismal and depressing start to the year.

Landings of over 10,000 kits, although an improvement, were again disappointing. A fish shortage was averted, however, as thousands of boxes of overland supplies came in from Scotland and the north.

Easily the best performance by the home fleet came from the pair trawlers *Margrethe Bojen* (Sk. Jens Bojen) and *Francesca Bojen* (Sk. John Richardson). They had a combined landing of 1,240 kits,

almost entirely North Sea codstuffs, which sold through the H.L. Taylor agency for £43,927.

It was a great start to 1978 for the port's top pair. The 13-day trip took in some of the foulest weather in years and the grossing only missed the pair's own port earnings record (set last year) by £3,822.

Top trawler grossing came from Consolidated Fisheries' *Notts Forest* (Sk. 'Cocker' Mussell), the only distant water trawler landing all week. From 973 kits she earned £24,046 after a long 28-day trip to the White Seas.

BUFT's *Ross Jaguar* (Sk. Denis

Speck) took an early lead on the worst supplied market (908 kits only landed on the Tuesday, to head the middle water fleet.

After 16 days on the Westerlies, she returned with 480 kits to gross £16,508.

Runner-up was sister-ship *Ross Cheetham* (Sk. Tom Ross) with £16,046 from 673 kits, mostly haddock and cod.

Yesso (Sk. Peter Brown) had £11,260 from 406 kits to head the H.L. Taylor trips, where the week ended badly as *Hondo* lost 114 kits of dogs to the meal plant from a turnout of 278 kits. She grossed only £4,804.

Lindsey Trawlers' *Lucerne* (Sk. Steve Davidson) did well from a 14-day North Sea plaice trip making a useful £10,491 from 257 kits. The port also landed the first local seining trip of the year when *Britta* (Sk. Tony Chester) picked up £2,349 from 79 kits through the Danbrit agency.

Of special interest was a mini-midweek invasion from the Scarborough inshore trawlers *Our Rachel*, *Casramanda* and *Pathfinder* landing through A. E. Richardson & Co.

Best figures here came from Skipper Bob Mainprize's twin-engine *Pathfinder* on £10,377 from 345 kits.

RUSSIAN TRAWLER TAKEN HOSTAGE

THE RUSSIAN trawler *Anton Tammsaare*, which has been detained at Millbay Docks, Plymouth, since last Thursday, is at the centre of a legal wrangle related to the sinking of a British coaster in the North Sea in 1976.

The 92 crew members of the 91-ton vessel have been enjoying an unscheduled winter holiday in the city while three companies of solicitors, and the Admiralty Marshal, have been conducting negotiations which are now at deadlock.

The central dispute at present hinges on the ownership of *Anton Tammsaare*.

Continued on page 16

SABOTAGE 'PAYS OFF'

TWEED salmon fishermen netted their biggest catches of the season after the River Tweed Commissioners' patrol launch had been sabotaged at her moorings. Patrols by helicopter and fishery protection vessels had to be stepped up.

This was revealed by Lambert Carmichael, chairman of Berwick Salmon Fisheries, when shareholders decided on a 7½ per cent dividend after hearing the company made a £10,500 profit from salmon, plus £9,500 from frozen

food marketing. In 1976 the group lost almost £8,000.

Mr. Carmichael also announced that the Salmon Co's headquarters had been centralised to the premises of its subsidiary, Border Fars, on the opposite bank of the Tweed at Berwick.

The retiring directors, Mr. J. C. Hurst and Mr. H. G. McCreath, were both re-elected to the Board.

'Fishing plan' solution

THE NEW term — the means by which the 'fishing plans' — has been tossed into the EEC Council are considering if British fishing demands negotiating arena. This is

Silkin told the House of Commons last week.

While there was still considerable opposition to his demands, Mr. Silkin said he believed that some progress had been made.

"Nevertheless the Council was now willing to consider whether our demands can be met by means of fishing plans. That is an important advance and I believe also that not too much separates us from our partners on the important issue of conservation measures."

Shadow spokesman on fisheries, John Peyton, accused Mr. Silkin of throwing meaningless phrases about. He wanted to know what was meant by fishing plans?

Fishing plans were used at the time of the cod war with Iceland, explained Mr. Silkin. "A fishing plan is a basis whereby a particular zone of water is reserved for fishing vessels of particular nations in particular numbers for a limited number of hours or days for a particular species of a particular

season. It can be as definite as that."

"It would have to be permanent, and it would have to represent an offer to us by the Community of that coastal preference which was given away in the Treaty of Accession."

Mr. Peyton pointed out that while quotas were an invitation to cheat, fishing plans would be difficult to translate into anything that would work on the high seas. The minister can no longer conceal that his way and that of the industry are parting, he said.

Meanwhile, in Luxembourg, British MPs protested because they were not allowed to question Finn Olav Gundelach, the Fisheries Commissioner, after he had made a report on the same meeting.

Mr. Gundelach said the Commission had strongly underlined the use which could be made, in control, by the concept of fishing plans. It would enable them to control in detail the fishing effort allowed for any nation operating in a prescribed water.

"The result of the proposals was that while the EEC had suffered a 7 to 8 per cent loss in fishing possibilities, the United Kingdom would have suffered no loss compared with the situation between 1973 and 1976."

Britain could not have full satisfaction on cod, said Mr. Gundelach, because the amount of cod necessary to do that was not available in European waters without virtually wiping out the cod fishing of other countries.

All delegations, he claimed, considered the Commission's proposals as a workable basis for a compromise. A solution might not be found in 10 days but significant progress had been made.

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BEAM BAN DEMAND

SUSSEX chief fisheries officer Jim Howell has called for a ban on all beam trawling inside the six-mile limit.

He told the Sussex Sea Fisheries Committee recently that the inshore fishing grounds were almost empty of flatfish by mid-October last year. As migration had barely started, it was suggested there were few plaice and sole left to begin it.

"I feel the Ministry must be bold enough to prohibit all beam trawling within six miles while they negotiate with the EEC," he said.

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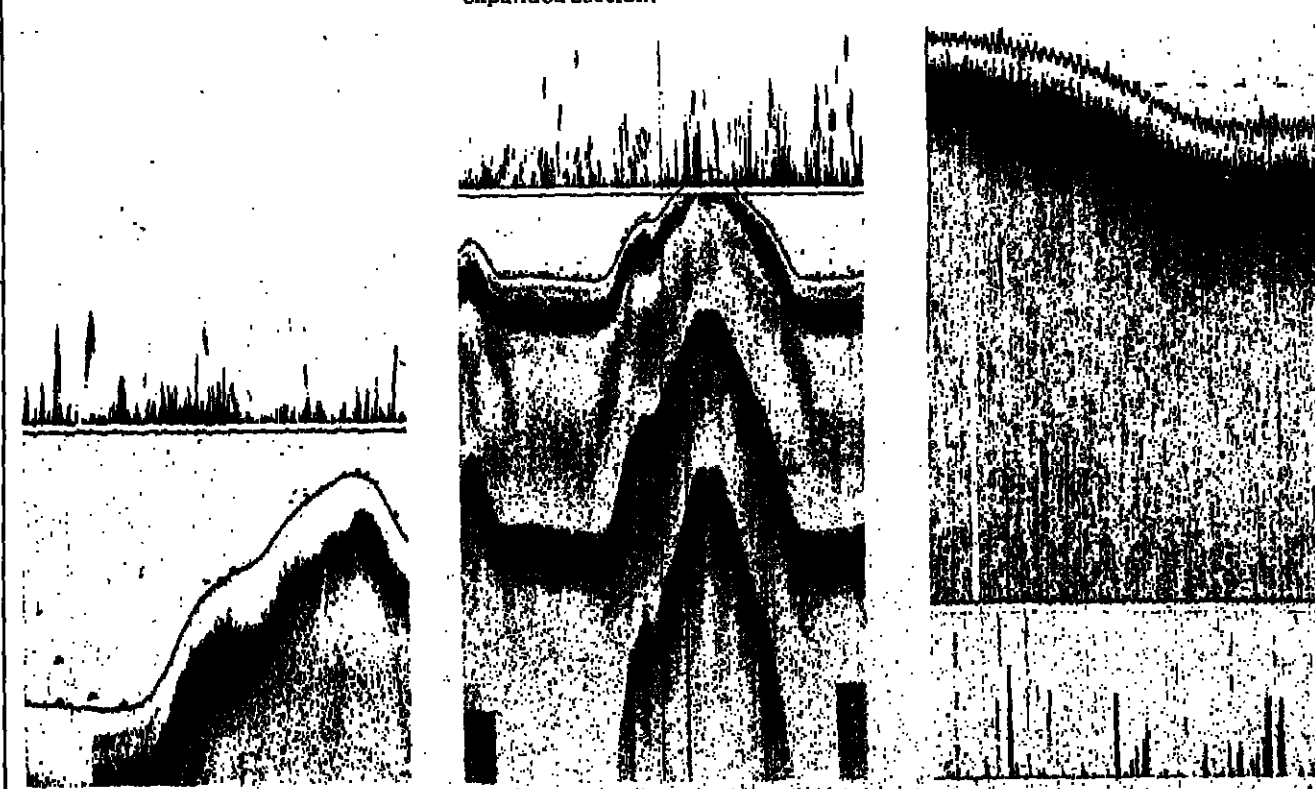
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BRING IN SIX-MILE BAN—SFC

CORNWALL Sea Fisheries Committee agreed to press for regional catch quotas and restricted fishing licences at a meeting in Truro last Friday.

And the ultimate goal should be a six-mile limit for all boats, Cornish or otherwise, over 50ft.

If agreed, the measures would not only conserve mackerel stocks but protect smaller boats.

Chairman of the committee, Jim Philip, spoke of his meetings with Ministry of Fisheries officials in London.

He said that new licences are in the pipe-line — and to incorporate changes that would benefit Cornish fishermen, they should let their views be known.

Pressure

If enough pressure was put on the Ministry, however, there was no reason why a six-mile limit to protect the under 50ft. boats could not become reality.

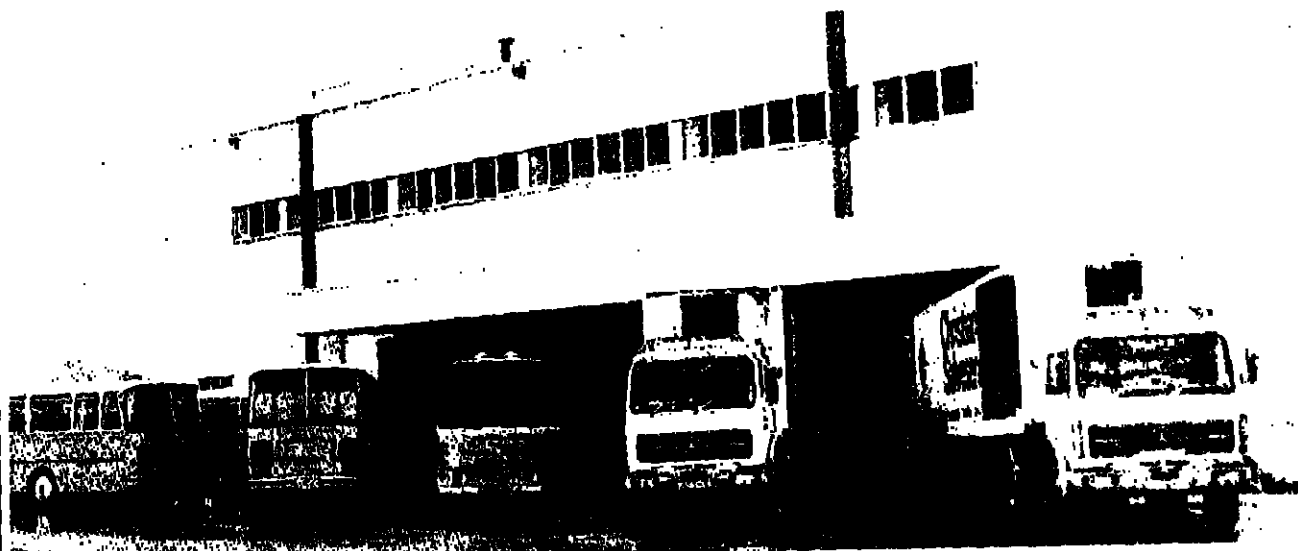
"I am perhaps being optimistic, but we must leave no stone unturned to get this six-mile limit. It is being discriminatory but it is necessary," said Mr. Philip.

Mike Hosking, a Porthleven fisherman, criticised the Scots boats off Cornwall who "took their quota of mackerel" then went off in search of pilchards which did not need a licence.

"We must remember that when our waters no longer contain fish the Scots will go elsewhere, but the Cornish cannot," he said.

Regarding the size limits on boats seeking shellfish, the committee decided to advise the Ministry there would be no advantage in reduction of size of boat from the present 50ft. to 40ft.

The answer was in restricting the number of pots used.



The new Christian Salvesen cold store at Boulogne.

SALVESEN EXTEND COLD CHAIN INTO FRANCE

TO THE skirl of the bagpipes a well-known Scottish name launched itself on the French cold store scene last week Christian Salvesen has gained a first footing in France with a new 20,000 cu.m. cold store just outside Boulogne.

The opening was performed by Jean Wahl, chief civil servant to the Minister for Food Industries in France, and specially imported for the occasion was the British Caledonian Pipe Band.

M. Wahl welcomed the move by Salvesen into France and said: "I think Boulogne has good reason to devote a major part of its development to the cold store industry. The port represents an important point of contact between

Great Britain and Continental Europe."

With its specialised service for customers — including repacking and distribution of the product — Salvesen seems to be "out ahead" in progress, said M. Wahl.

The reasons for the move into Boulogne were given in a speech by Salvesen's chairman, Max Harper Gow. "In Boulogne we recognise the development of a fishing port similar in many ways to Grimsby, where we set up our

first cold store operation in the UK.

"Grimsby, formerly only a fishing port, has over the years developed to become the largest single centre in the frozen food business in England, as well as attracting around it much other industrial development."

Strong

Mr. Harper Gow went on to say that it might seem impertinent for a Scottish company to extend its cold storage activities in France — a country which already had its own strong cold storage federation.

"However, our activities are not wholly confined to bulk cold storage. We have developed many other services for customers in the UK and it is our hope that some of these may, in due course, be of assistance to the agricultural and fast developing food industries of France. Particularly those situated here in Picardy."



Jean Wahl opening the store.

'Starbank' sold to Scotland

FLEETWOOD'S new water fleet has been further reduced with the sale of the 73ft. Starbank to Scottish owners.

Starbank, originally owned by J. N. Ward and his Ltd., helped make the Fleetwood's biggest pot-trawling force in the east in 1976.

She was also well known for her part in the search



'Starbank' — sold to Fawburgh.

the Welsh coast for a wreck of a Victor Bom. Starbank's sale follows the sale of Fair Isle to Scots owners a few weeks ago.

Doris Hewitt, manager for Ward, said that the reasons for the vessel's sale that fishing is slack in the area, port costs are too high and so are fuel charges.

She said: "The ship is uneconomical for Fleetwood being much better suited to Scotland where the port is right on top of the ground. The vessel has been sold to Fraserburgh owner."

NEW CO-OP APPOINTS DIRECTORS

THE NEW Stornoway Fishermen's Co-Op (Fishing News, January) appointed a board of directors this week.

John Nicholson, skipper Alpha, is chairman of the board. The other directors are John Morrison, Aunman and chairman of Stornoway Fishermen's Part Community; Rodrick MacIver, Ode Sheaf; Rodrick MacIver, Golden Strand; Norman MacDonald, North In; Donald Murray, Hoon; and Donald MacIver, Isabella.

The co-op should be operating in about 10 months.

January 27, 1978

Americans get 'tanked-up'

TWO AMERICAN west coast skipper-owners flew 6,000 miles to attend a one-week training course in fishing gear technology at the White Fish Authority's training centre in Hull last week — and they considered it well worth the journey.

The skippers — Nash Favaloro of California and Barry Fisher of Oregon — read about the course in our sister newspaper, *Fishing News International* and they met WFA staff at last year's Halifax and Seattle fisheries exhibitions.

Nash Favaloro (54) operates two boats: the 58ft., 35hp New Miss Inez he skippers himself and the 45ft., 165hp Miss Inez commanded by his younger brother.

"As there is not too much fish in the shallow water around our coast, I fish mainly in deep water, bottom dragging for sole," he said.

"It has been well worth the time and the money. I have learnt a lot by actually seeing what goes on under the water instead of just guessing."

"We have been guessing in the right direction, but not 100 per cent, as the WFA flume tank has shown only too well."

"The course has given me a lot of ideas for modifying my own trawl."

Barry Fisher (49) started in longhairs and line vessels with dorries from schooners in New England. His present vessel, delivered last May, is a 60ft. steel stern ramper named *Excalibur*.

He is having another built — an 80ft. steel stern ramper due for completion in June this year. She is somewhat radical — twin screws, twin Kort nozzles with engines aft in the stern.

Captain Fisher said: "This has been an incredible week for me. It probably sounds foolish but I think I have learnt more here in five days than in 20 years at sea."

"It has not only given me plenty of ideas for improving

my own trawl, but it has also taught me that some of the things we have been doing have been incorrect. It has cleared up problems that have puzzled me throughout my fishing life."

"Rather than spend two or three thousand dollars for a new net, you would be a lot better off to come over here and take this course. It is excellent value for money."

"One thing that is really noteworthy is the competence and dedication of the staff."

"One thing that astounds

me about the WFA is how they are able to do so much good work on such a limited budget," he said. "Our Federal Fisheries Service has a budget of approximately £46 million. We never see them in the ports and we get nothing from them."

One interesting development on the west coast of the USA has been the introduction of the high-lift, four-panel bottom trawl designed by the UK Marine Laboratory at Aberdeen. This trawl is achieving some

success in the States thanks, largely, to Barry Fisher.

Commenting on future courses, WFA training manager Duncan Amos said: "There has been such a heavy demand for the gear courses that we are now fully booked until June 1978."

In addition to applications from British skippers, we have also had applications or enquiries from Norway, Denmark, Sweden, South Africa, India, Uganda and the United States."



Nash Favaloro (left) and Barry Fisher (right) during the WFA gear course. With them is fisheries instructor, David Willeman.

GAINS FROM MOVE TO 90mm—BROWN

ARBROATH Fishermen's Association is worried about the proposal being put forward by the EEC to raise the minimum size for trawl meshes to 90 mm.

South Angus MP, Andrew Welsh, has written to Hugh Brown, under secretary of state at the Scottish Office responsible for fisheries, to raise the subject.

Mr. Brown, in reply, has stated that the EEC proposals do include such an increase to 90 mm — but there has been no agreement on this.

"I am well aware that there is concern over the 90 mm. mesh size proposal particularly among Scottish in-shore fishermen."

"It has to be remembered, however, that North Sea white fish stocks are under extreme pressure."

The extent of this pressure on haddock stocks can be gauged by the fact that scientists have advised a total allowable catch (TAC) of only 106 tonnes in 1978, compared with a TAC of 206,000 tonnes in 1976.

There is, therefore, a special need to conserve haddock in the North Sea which are important to Scottish industry and consumers; and whilst an increase in mesh size would in the short term result in reduced catches, it should produce long term gains."

Mr. Welsh said: "I am not satisfied with this reply and want a further breakdown of the figures given by Mr. Brown. It is up to this Government to do much more to protect the interests of Scottish and English fishermen than they have been doing."

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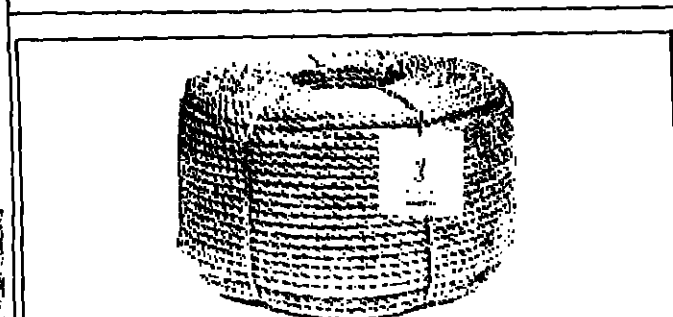
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Fleetwood trips lose thousands

FLEETWOOD'S pair trawlers have again been hit by gales on the north of Scotland grounds.

This resulted in a loss of thousands on the week's trips, said Mr. J. Cross, manager for J. Marr and Son.

Navea and Armana were the first trawlers in Navea, commanded by Skipper Don Evans, landed only 233 kits for a grossing of £8,630, while Armana (Sk. Jim Laird) had 259 kits which sold for £9,926.

Making the picture even more miserable was the fact that the ships had been at sea for 20 days due to time lost because of engine trouble.

Things were little better for the pair-fishers Norina and Idena. Norina (Sk. Bill

Reader) landed 528 kits which sold for £17,740. Idena (Sk. Victor) made £11,256 from 340 kits. This is around £2,000 (than the owners expected).

There was some bad news for the smaller water trawlers, especially drew Wilson (Sk. Banks).

She returned to port 15 days with 340 kits sold for £9,742.

On the same day, former Lowestoft, *Boston Whirlwind*, commanded by Skipper Jack, landed 290 kits for a grossing of £8,455.

Top of the small ship was the Irish trawler *Marina Jacob*, grossed £9,506 for just 10

GRIMSBY DRIES OUT...

MUCH OF the fish docks at Grimsby were still in chaos late last week following the flooding on January 11.

Biggest headache was the hundreds of telephones out of action. Many merchants had to work from home as they rang around the country to find out customer requirements.

The Post Office brought in extra staff from Scunthorpe and Lincoln to help the repairs, but it still faced a sizable task on the fish docks. At the weekend, links with the storm-wrecked fish dock island offices were among many awaiting attention.

The big clean up had been largely successful, although it was still possible to see where the flood waters had reached in most premises — and a few cellars were still drying out.

Cosalt's refuelling point on Grimsby's North Wall was badly hit. Middle water trawlers which normally take on fuel here were being serviced by barges from Hull as a stop-gap.

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It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 9 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawler 'Goth' and 'Roman'. Our range extends from 3 cubic metres to 16 cubic metres with pulls up to 52 tonnes.

James Robertson & Sons (Fleetwood) Ltd.

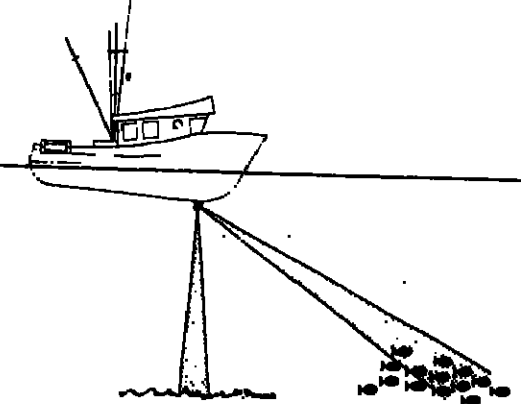
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Sprat glut queues

VERY COLD weather
has boosted sprat
catches off the north-
east coast where large
shoals are reported as
far south as Scar-
borough.

Grimsby's 25-strong fleet
of vessels working sprats has
been quickly in action. After
the eight-day road transport
strike caused the suspension
of landings at Grimsby, the
sudden glut was too much for
the local meal factory. A
small queue of vessels waiting
to discharge built up.

The meal factory is still
able to cope with only about
100 tonnes a day, so most of
the Grimsby fleet has landed
either in Hull or at North
Shields to avoid a bottleneck.

Some skippers were upset
about a quota system which,
they claimed, Scottish vessels
had imposed based on a
figure of a certain daily ton-
nage of fish per crewman. As

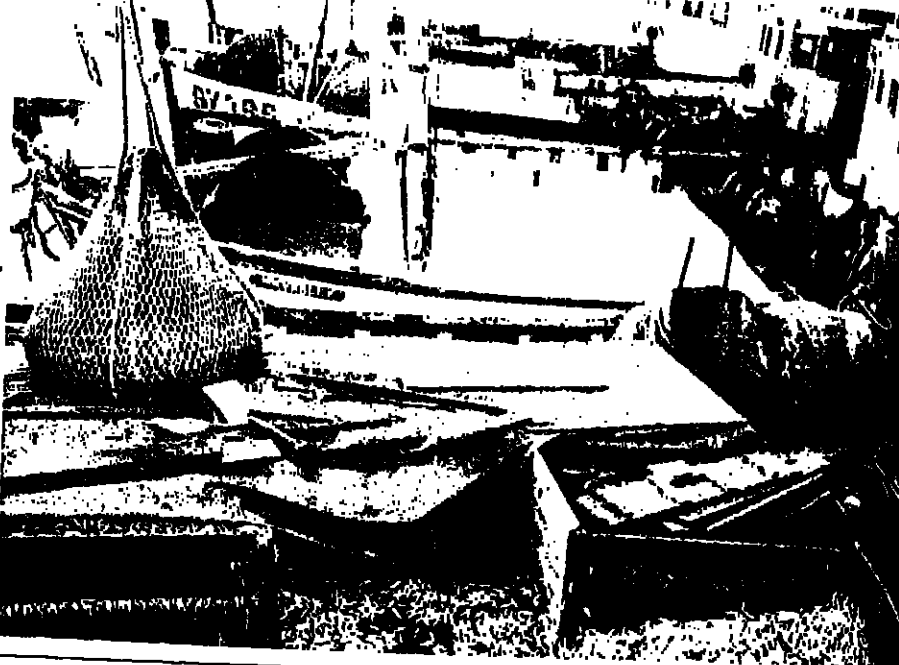
Top to bottom: Tasmarg,
Fremak, Beverley and
Samantha waiting to discharge
sprats at Grimsby last week.

they carry only a com-
paratively small crew, the
rule forced them home.

Another bone of contention
was a reduction in price by £3
per tonne to £47.

The return of heavy winds
and weather in midweek
largely halted landings and
the backlog was cleared by
last weekend.

Among boats landing at
Grimsby last week were
Tasmarg (25 tonnes), I
50 after breaking down
Samantha (100),
Beverley (75), Fremak
and Tasmarg (60).



Survey fee 'eyewash'

LETTERS

Admin. charge..... £47.30

£47.30

Over four years i.e. £119.30

per year.

The fee — or should I say
the sum of money we had to pay
to the DTI — was £430. After
all our hard work and pressure,
it now appears to be £47.30

but payable over four years!
What on earth does the DTI
think it is doing?

Why, on top of everything
else, do we now have to pay
£47.30 (10%) because the
Government has introduced
rules it now finds it has made
no provision to finance the ad-
ministration of. Where else in an
industry producing food and ex-
ports (most of our sprat catches
are sold to France in

the Summer) does the Govern-
ment do this?

A second point is the £115
periodical inspection — which
we have to accept will be in-
creased or amended according
to the statement form SUR
221 (Revised 77).

This means little more than
adding £115 to £260 as it's for
the same thing. Previously they
would have returned to inspect
boats later without charge.

I should have paid the £430
plus the £55 on the dot.

All that 42 per cent reduc-
tion in fees was just eyewash!
Money has to be paid — call it
fee, admin. charge, periodical
inspection charge or whatever.
£47.30 and not £430 or £480
with radio. Do you think this

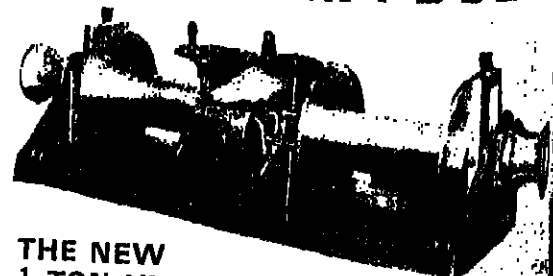
has been clearly explained
fishermen and what has
achieved? I think we are at
the start of the steep climb
draw together the DTI
fishermen.

It is clear the DTI has
up a system of payment
periodical inspection that
it is virtually impossible
ahead and budget, or
know when or where to
be fishing. At a sprat
rules can be introduced
at a periodical inspec-
(which we have to pay
cents an unexpected eye
Why does our job have
made so expensive?

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Bluecrest in London

BLUECREST FOODS is
opening a London sales
office on February 1 to
market Bluecrest sea-
food products.

The office will be headed
by Denis Roberts, late of
Clouston Foods, 145
Clouston Road, Grimsby.

by Frank Flear, former
assistant managing director
of Ross Foods, who started
operations in Grimsby during
February 1977.

The address will be:
Lyness House, 526-528 Wat-
ling Way, London, NW7
WLD. Phone 01-906-0611

OYSTERMEN at
Maldon are faced
with losing long-held
family rights. A
council proposal has
been made to end the
issuing of licences to
lineal descendants of
the old Borough's
oyster fishermen.

The council's chairman
has described these rights
as "an absurd
anachronism," and the
council is "currently
reviewing the issue of
oyster dredging licences.
Under the proposed new
system, licences would still
be issued to those who can
prove that fishing is their
livelihood.

Russell Pitt, a former
Maldon councillor and at
one time chairman and
driving force behind the
Maldon Fishermen's
Association, is a member
of one of the old fishing
families.

Speaking to *Fishing
News* of the background to
dredging licences, he said
that in the last ten years
people have been taken to
court on two occasions ac-
cused of dredging for
oysters on land leased by
the Borough Council.

Claimed

In both cases the
prosecution was unable to
prove title to the fishery.

This alleged title was
claimed on the strength of
the borough's original
Charter, which ante-dates
Magna Carta — 1215.

The original document
has disappeared, but Mr.
Pitt contends that, even if
it were still in existence, it
would not necessarily give
the council title to the
fishery.

When the Tollesbury
and Mersea Oyster Co.
was formed over a century
ago, it became involved in
a court case with Maldon
Borough Council over
dredging rights, and the
council was unable to
prove title.

If it could not prove the
case then, its present claim
would seem to be difficult
to sustain.

An earlier development,
reported in the local paper

MALDON is a small
town in Essex with an
ancient Charter and an
equally ancient fishery.
Conflict has raged
between fishermen and
authorities for many
years. Although the old
Borough of Maldon was
swallowed up in the re-
organisation of local
government the fisher-
men are still at odds
with the new Council,
reports PAT O'DRISCOLL.

Right: Russell Pitt — fighting for com-
mon rights.

on March 27, 1969, is a
court case in which two of
Russell Pitt's sons were
summoned for allegedly il-
legal dredging in Lawling
Creek.

The case was dismissed
and the then Town Clerk,
Mr. K. Robertson, said
that the council had been
advised by him to apply to
the Land Registrar to
register the fishery as the
council's property.

"We have documents
going back as far as the
15th century to prove our
title to the grounds," he
said.

"This, in view of the un-
successful court case
against the Tollesbury and
Mersea Oyster Co. in the
1870s, sounds rather
strange.

What documentary
evidence is now available
which was not in existence
then?

Latin

Questioned further
about the title, Mr.
Robertson said: "We have
adequate documents, but
they are very complicated
and some of them are in
Latin."

Documents which in-
cluded decisions of Ad-
miralty Courts on illegal
fishing on the beds were

being translated and ex-
amined to present to the
Land Registrar as proof of
the council's title.

Mr. Pitt claims that the
council has no right to
lease the grounds because
they belong to fishermen
as a common right.

Leasing

During the 1950s, when
the council made known
its intention of leasing the
dredging rights of
Mayland Creek to a com-
pany outside Maldon, Mr.
Pitt bitterly contested this
move on the grounds that
the council had no right to
dispose of something which
did not belong to it.

The former council
sought Counsel's opinion
on their right to the
fishery, and Mr. L. K. E.
Boreham, QC, is recorded
as having stated that he
considered the document-
ary proofs of the council's
title to a several fishery to
be adequate, despite the
difficulty in identifying the
old place names used in
the Charters.

If the original 1171
Charter has been lost to
what charter are they
relying?

Mr. Boreham further
advised the council that
proceedings should be



from Mr. Robertson
(dated January 22, 1970)
was received by Mr. Pitt.

Mr. Pitt says that when
the Fishermen's Associa-
tion met the former coun-
cil's River and Pleasure
Grounds Committee and it
was put to them that
fishermen desired a
properly-regulated fishery
— and were prepared to do
everything possible to
achieve this end — they
met with little joy.

Waiting

Mr. Pitt says that
although the Fishermen's
Association is no longer ac-
tive, he still feels that
much could be achieved if
all interested parties could
get together and sort out
their differences.

So far the local
authorities are relying on
documentary evidence
which has not been shown
to fishermen.

The fact that some of
the documents are in Latin
does not mean that the
fishermen could not hire a
suitably-qualified repre-
sentative to examine the
documents on their behalf.

The Maldon fishermen
are now awaiting the coun-
cil's next move. They are
hoping that it will be more
enlightened than its
predecessors in dealings
with fishermen.

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goods can be delivered. For
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Alan Dryland: 01-534 5660.

Salmon war charges

THE CREWS of four
fishing boats are to
appear at Duns Sheriff
Court in March in connec-
tion with the east coast
salmon war which blew
up five months ago.

The fishermen — from the
Eyemouth-based *Silver Vik-
ing* and *Rachael Douglas*; *St.
Nicholas* from Burnmouth;
and the Port Seton boat
Green Pastures — have
denied illegal drift netting for
salmon and migratory trout
off the Berwickshire coast.

The accused are: *St.
Nicholas*: Robert Aitchison
(Jnr.), both of Burnmouth,
and Robert Sinn, Upper
Burnmouth.

Green Pastures: Alexander
Thornburn, Marion Thorn-
burn, and Michael Thorn-
burn, all of Musselburgh.

Silver Viking: James
Dougal (Jnr.), James Dougal
(Jr.), John Dougal, Norma
Murshall, all Eyemouth.

Rachael Douglas: John C.
Wilson, Tweedmouth, Berwick.

Truck service

A SHORT haul
refrigerated truck ser-
vice has been introduced
around London.

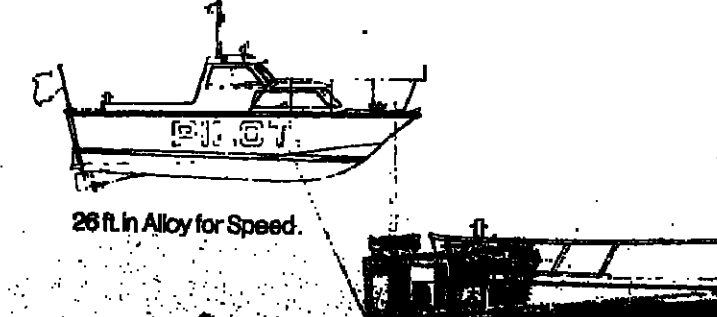
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'Forester'—a racing cert

C. S. FORESTER is certain
to win the 1977 Hull Dis-
tant Water Challenge
Shield Competition even
though the final table
cannot be compiled until
vessels return from trips
started late last year.

C. S. Forester has mono-
polised the lead in every
table since she triumphed in
1976 with just 982 points
dividing her and *Hammond
Tines* — the previous holder.

a total of 11,247 points.
The latest table covers
positions to the end of
November, with allowances
for trips started that month
and finished in December.
(Figures in brackets are
October positions):

	Kits	Points
1. (1) C. S. Forester (Newington)	24,107	52,904
2. (2) Ross Sirius (BUT)	17,630	41,687
3. (3) Somerset Maugham (Newington)	18,767	38,273
4. (4) St. Giles (Hamling)	16,466	37,536
5. (6) Arctic Cavalier (Boyd)	18,426	37,038
6. (7) Loch Eriboll (BUT)	16,536	36,388
7. (5) Lord St. Vincent (BUT)	18,148	36,367
8. (8) St. Gerontius (Hamling)	17,920	36,072
9. (11) Ross Altair (BUT)	12,082	34,185
10. (10) Ross Orion (BUT)	15,121	33,866
11. (14) Ross Trafalgar (BUT)	13,091	32,876
12. (12) Arctic Rebel (Boyd)	12,911	32,448
13. (13) Hammond Tines (Newington)	15,104	32,283
14. (9) St. Dominick (Hamling)	16,671	31,546
15. (15) Ross Leonis (BUT)	14,817	30,977
16. (17) Kingston Amber (BUT)	14,341	29,028
17. (16) Falsaf (BUT)	14,812	29,015
18. (18) Ross Chivalier (BUT)	12,848	27,267
19. (20) Westella (Marr)	11,798	26,704
20. (19) Arctic Vandal (Boyd)	12,618	26,545



Blue whiting — the only outlet might be the fish meal plant.

IN THE many years of sea fishing, the exploitation of fish stocks has reached a degree of intensity that is rarely restricted, even banned.

The basic problem is the fact that this is a non-renewable resource, and, with the loss of the Norwegian herring, there was a realisation of the danger to the herring stock.

Another problem is the industrial fishing fleet, which is now a major factor in the exploitation of fish stocks. The fishing fleet is now a major factor in the exploitation of fish stocks.

The fishing fleet is now a major factor in the exploitation of fish stocks. The fishing fleet is now a major factor in the exploitation of fish stocks.

Why outlaw industrial fishing?

THIS article by J. Moller Christensen, director of the Danish Institute for Fishery and Marine Research, is reproduced by kind permission of the White Fish Authority from its publication Fisheries of the European Community*

These would be species like Norway pout and sandeels, the 1976 catch of which approached one million tonnes. According to the ICES Liaison Committee Report for 1977 there is at present no biological need to restrict the fishery on sandeels and Norway pout for the sake of the species themselves.

Banning or cutting down fisheries of that size in order to obtain an increase in the catch of other fisheries should also be seen in the light of the consequences for shore-based activities, employment, etc.

For these reasons the second answer is absurd, and so is the objective put forward at the beginning of this section.

Since it is impossible to obtain a maximum sustainable yield of each of the exploited stocks in the North Sea at the same time because the fish are mixed, one reasonable answer seems to be to attempt to increase the yield of each stock (whether fished for human consumption or for industrial purposes) without

greatly changing the present pattern of fishing so as to minimise economic and social dislocation.

Looking at it from a European Communities point of view, it ought to be a problem of weighing the value of the different types of fisheries where there is a conflict, taking into consideration their respective importance in economic and social terms, and in terms of their value as producers of protein.

For many years the words "industrial fisheries" have been used by those who oppose this fishery with an almost religious undertone of abusing the resources of the sea for some dubious purpose.

The fact is that about 95 per cent of the so-called industrial landings are used for the production of fishmeal which is used as a fodder additive to increase the meat production rates of broilers, pigs and so on.

The fish oil is mainly used for manufacturing margarine and, thus, direct human consumption. Part of the remaining 5 per cent is used to feed farmed trout.

The difference between fishing for human consumption and for "industrial purposes" is, therefore, that while the catch of the former consists of fish which go to the consumer either directly or

Sea was about eight million tonnes, of which five million tonnes were herring and mackerel.

Today, these two species constitute only about one to 1.5 million tonnes, but the total biomass in the North Sea is still estimated to be eight million tonnes.

Other species like sprat, sandeels and Norway pout seem to have taken the

'The Netherlands and the UK (Scotland) discarded 40,000 tonnes of haddock and 34,000 tonnes of whiting in 1976'.

place in the ecosystem which was left open when the large quantities of herring and mackerel were caught.

It must, however, be more than a coincidence that, together with the depletion of pelagic fish stocks in the North Sea, an unprecedented increase in recruitment also took place in gadoid stocks like cod, whiting and especially haddock.

It is beyond discussion that the re-establishment of the herring fishery in the North Sea is most desirable. It is, however, an open question whether the re-establishment of the pelagic stocks to a size resembling anything like their magnitude in the early fifties will not have repercussions on the size of the demersal stocks.

It is obvious that any severe interference with the present fishing pattern should be avoided as long as the result is unpredictable.

The most reasonable thing to do at present, apparently, is to exploit all species in a balanced way and delay radical changes to a time when the scientists know more about the mechanism of the ecosystem — and when fisheries management has developed to a level which allows a higher degree of direct control.

* Fisheries of the European Community is available from the White Fish Authority, 10 Young Street, Edinburgh, EH2 4JQ, Scotland. Prices £2.

ARGENTINA



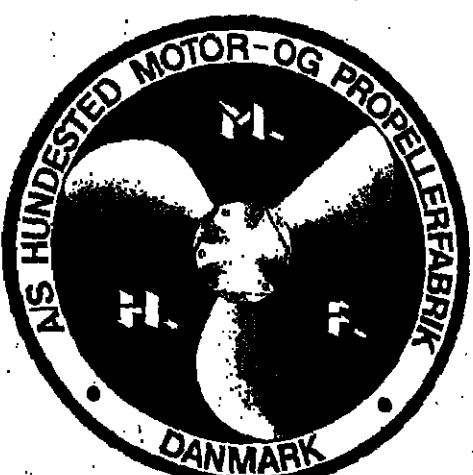
URUGUAY

Important Argentine Fish Trading Co. (also exporters of frozen fish under own brand) with own quality control organization, seeks contact with large U.K. importers in order to act as exclusive buying agents in the River Plate area.

Interested parties please write by airmail to P.O. Box 5304, Correo Central, 1000 Buenos Aires, Argentina.

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BOAT SHOW BALLOON GOES UP!

THERE was a safety theme on a number of stands at the Earls Court Boat Show held in London earlier this month.

Beaufort Air-Sea Equipment brought out a safety balloon known as the Hi Buoy. Worn in a case attached to a waist belt, the balloon breaks open and inflates on hitting the water.

Three minutes later the bright orange balloon will be flying 100ft. up attached to the man overboard by a nylon cord.

Beaufort has also produced a new automatically inflated lifejacket designed for commercial use in cramped conditions.

The Offshore Automatic Mk.1 also has a radio and oral inflation. A prototype of a radar-reflective canopy to fit Yachtmaster lifeboats was shown by Dunlop.

The firm claims that

rafts have been picked up by radar at least seven miles away in calm conditions.

The Danish firm S. P. Radio A/S of Aalborg has introduced a new selective calling system.

The Selcall H212 can be used with any vhf receiver and S. P. Radio claims that, by using Selcall, a coastal station can dramatically cut the time often needed to contact individual ships.

Waiting out

At sea, users will no longer have to wait for four-hourly traffic lists before receiving an individual message.

"It's almost like having your own telephone," said a spokesman for the firm. Each vessel has her own call-sign which is transmitted by coastal stations before a message. On decoding its own call-sign, Selcall sounds an alarm.

Linked with dual

watch, Selcall ensures all messages are received unless someone is talking on the set at the time. It works without dual watch if the receiver remains on channel 16.

S. P. Radio hopes all coastal stations will eventually be equipped with the necessary Selcall code equipment and lists of vessel users.

Amongst new navigation aids on show was the hand-held dummy Corsair compass developed by Fixmaster Ltd. of East Preston, Sussex.

Made of tough plastic, the Corsair can be placed anywhere, free of visual obstruction.

The upper stage of the Corsair allows sightings of an accurate fix by two horizontal angles. The angles can then be read and plotted as true or magnetic bearings.

M. G. Duff and Partners introduced two new cast anodes for rudder protection.

There is a 4in. dia.

rudder button anode to replace the more expensive, extruded 6in. x 12in. strip models, the 6in. dia. single-fixing anode as alternative double-fixing version.

Several firms have tended their engine lines.

Marmal Marine Engines has introduced 72hp flat-four. On the first time, the four is 6in. lower than firm's in-line engine of same power.

Sabre Marine has a prototype of its 100hp diesel on show, a marinised M.A.N. engine at the bottom of the M.A.N. heavy range.

Other new products on show include the Dilex MG-507 transmission unit, a new 'Short' hydraulic steering from South-West Marine Factors Ltd.

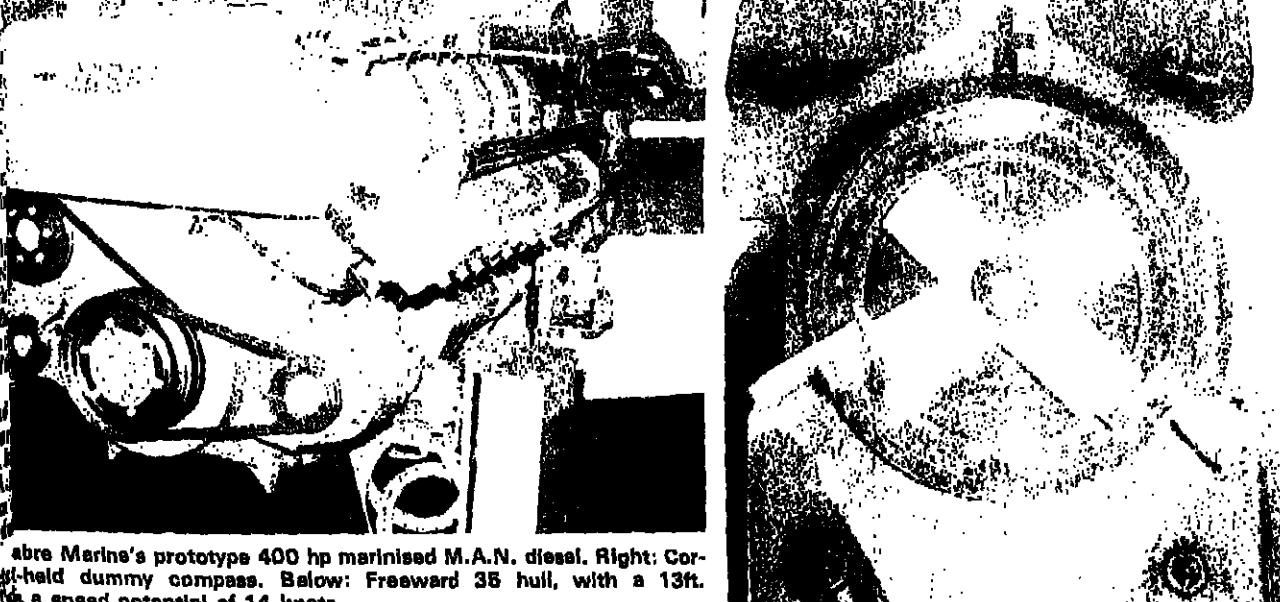
Borthon Propellers introduced its pressed stainless propellers to the market.

Another Danish firm, Helly Hansen, is marketing its fisherman's trousers in the UK.

Freeward, Helly Hansen's recently brought the price of its hull to a competitive 24,345. The firm taking orders at and was very with interest among fishing fishermen.

The hull takes from 80 to 260 usually supplied the ORP work, so beam, shelf and completed.

Freeward is supplying hulls in and Ireland to interested in craft higher speed motor



Sabre Marine's prototype 400 hp marinised M.A.N. diesel. Right: Corsair's hand-held dummy compass. Below: Freeward 35 hull, with a 13ft. speed potential of 14 knots.



"It's almost like having your own telephone" — S.P. Radio's Selcall maintains constant watch on shore-to-ship communications.

We should weigh carefully the consequences of barring or cutting down fisheries.

after having passed through filleting factories, canneries, etc., the catch of the latter goes to the consumer in the form of chicken, pig meat, trout, etc., or more directly in the form of margarine.

When converting fish meat into meat of other animals there is a loss of energy, but correspondingly there is a loss of energy when, for example, a cod or a whiting is produced in the sea on a diet of Norway pout or sandeels.

It is quite conceivable that the large industrial fishery has brought about a considerable change in the North Sea ecosystem.

The herring stock has been depleted and so has the stock of mackerel. In the beginning of the sixties the total biomass of fish in the North

Irish plea to push out the pursers

A TOTAL ban on purse seining and beam trawling inside Irish national waters has been demanded by the Irish National Salmon and Inshore Fishermen's Association.

The association says that inshore fishermen resent the incursions of bigger, sophisticated vessels into traditional inshore areas. It said that, to the in-

shoremen, this fear is just as grave as the fear of the bigger boats of the incursions of foreign trawling fleets.

The inshoremen have also asked that a central marketing authority be set-up to handle salmon, sea bass, and other fish, and to prevent the incursions of bigger, sophisticated vessels into traditional inshore areas.

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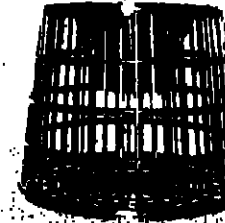
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Plant House, Sandhurst, Co. Cork, Tel: 0404 91

When to
use a
bait bag

"I BOUGHT some lobster
creels recently and they
were delivered with small
mesh nylon bait bags in-
stead of bait strings."

"Most people here who
have seen the bags say that
they are no good."

"I, therefore, do not know
whether to use them or not."

"Could you say whether
bait is less attractive to
lobsters when it is enclosed in
a bag?"

"I think bait is less attractive
to lobsters when enclosed in
a bag of shrimp or fine
mesh nylon netting."

However, if this is true, it
does not mean that bags are
useless. It seems they are just
the opposite in certain cir-
cumstances.

A year or two ago the
Fisheries Development Division
of the Irish Sea Fisheries
Board issued an Advisory
Leaflet called *Lobster Bait*.

It stated that where soft
baits such as fish offal,
herrings, mackerel, limpets,
crushed mussels and swim-
ming crabs are readily
available, the bait bag would
be the answer.

Using a bag ensures that
lobsters and sea vermin
entering a pot can only
squeeze the bait and not
reach it. This can have the
effect of sending juices from
the enclosed bait into the sea
to attract more lobsters.

Robert Stewart of
Lossiemouth in his book *A
Living from Lobsters* men-
tions another type of bag
which he has used with
success for holding and
prolonging the life of bait.

For catching lobsters he
uses a clear polythene bag
with the corners cut off to
form cigarette-size holes.

He puts the bait in the bag,
rolls it up, and fixes it
between the bait strings in the
creel. He says that by doing
so he can make a box of bait
serve 300 instead of only 40
creels.

Among other advantages,
lobsters are still attracted,
but crabs are not. Catches of
lobsters are therefore greater.

You should try the bags in
some of your creels when you
can get only soft bait, or when
the weather is such that you
are unlikely to be able to lift
them daily, and find out for
yourself whether bagged bait
is as effective as unbaggied
bait.

The two publications in-
clude other useful informa-
tion. The authors of the Ad-
visory Note contend that
lobster fishermen who use
salted bait — herring,
mackerel, conger or skate —
do not work their pots to full
capacity as it is not as effective
as fresh bait.

If this is correct and you
normally bait your creels
more or less exclusively with
say, salted herring which
you have caught during the
winter, you might think
again.

It could pay you to buy and
use fresh bait instead of the
herring.

According to the leaflet, ex-

John Burgess' Log



periments carried out off the
coast of Donegal showed that
fresh red gurnard is the most
effective of all baits for
catching crawfish.

It is the bait most favoured
there for catching lobsters;
with grey gurnard as runner-
up as it too is tough and lasts
well.

Fresh dabs proved to be ex-
cellent bait and strings of
limpets threaded on wire
achieved satisfactory catches.

Greater quantities of
shellfish were caught when
large instead of small
amounts of bait were used.

Trials did not confirm that
stale bait is more attractive to
lobsters than fresh bait, nor
did they discover any ar-
tificial baits likely to prove
satisfactory.

Earthing by
Dynaplate

"WE ARE completing and
fitting out a 36ft. GRP
hull and will be installing
a radio telephone with an
echo sounder."

"We understand the best
way to earth these in-
struments is to connect earth
leads to the engine block."

"However, yesterday the
owner of a boat about the size
of ours said that it is better to
connect earth wires to a
copper plate about a yard
square, fitted to the hull
below the waterline. Do you
agree?"

I agree it is better to use
copper or stainless steel fitted
below the waterline.

Connecting earth wires to
the engine block and so to
shaft and propeller provides a
good earth, but can create
problems to do with electro-
lytic action arising from the
electrical loop and
current flowing in the metal.

The existence of such
problems is proved by
some engine manufacturers
declining to guarantee repairs
in Scottish fishing vessels, in
which the radio telephone
and other electrical equip-
ment is earthed to the
engine block.

Although you will avoid
problems caused by electro-
lytic action affecting
metals in stern shaft and
propeller if you fit about four
square feet of copper sheeting
to the hull, there are snags.

To fit one securely so that
it will never come adrift, you
have to penetrate the hull in
many places to insert
fastenings.

It is better to use an earth
called a Dynaplate which is
as efficient a conductor as a
sheet of copper, yet only re-
quires two small holes to be
bored through the hull.

A Dynaplate suitable for
your purpose measures 6 in. x
2 in. and weighs about a
pound.

It consists of an aggregate
of small spheres which are in
electrical contact with each
other and provide the

equivalent of a large surface
area.

In theory, as erosion takes
place, new surfaces are
presented to the sea.

The plate is supplied with
two holes bored through it so
that it can be bolted to the
hull, one gold-plated bolt, one
copper bolt, and a small phial
of silver solder.

Procedure for fitting is to
use the plate as a template to
bore holes through both the
hull and a butt block.

You then coat one of the
countersunk bolt holes in the
plate with silver solder and fit
the gold-plated terminal bolt
through it.

After heating the solder
with matches — to ensure
complete de-hydration and
subsequent maximum con-
ductivity — you bolt the plate
through the hull and butt
block.

Then you apply the silver
solder to the terminal lug on
the wire running from the
plate to the radio telephone or
whatever instrument you
wish to earth, and secure the
lug between two gold-plated
nuts on the terminal bolts.

When you have completed
the job you will have a
gold/silver electrical contact,
claimed to be the best of all
and completely trouble free.

Thereafter, as long as you
don't anti-foul the plate or let
it get impregnated with mud,

Billingsgate

LAST WEEK'S column started out to be about
mackerel but somehow finished up being about cod!
Let us now try to remedy the matter.

The increasing importance of mackerel can be seen in the
improved care that is being taken in its handling. Mackerel
used to arrive in Billingsgate from less developed ports; small
ports lacking in basic facilities such as ice plants and
without their own box firms.

Nor did the seasonal nature of the fishery, limited by the
range of the small boats then in use, justify the capital ex-
penditure necessary for such development.

Technological advances, such as navigation equipment
suitable for small boats, improvements in the construction of
the boats themselves including more reliable engines and, on
shore, small scale ice plants, and the production of efficient
fibreglass cartons, all made possible the revival of small
ports on our mackerel-producing coast.

Restructuring of the industry, influenced by changes in the
extent of our own territorial waters, was started long before
the closure of northern fishing grounds to our distant water
fleet, turned the eyes of long established catching firms to
the south west and the mackerel.

Improved communications, both motorways and ferries,
meant that the developing breed of refrigerated juggernauts
could distribute the extremely perishable catch quickly and
efficiently.

The general acceptance of freezing and the availability of
smaller freezing apparatus allowed peaks of production to be
ironed out and mechanical kills provided the means for the
production of the new delicacy — hot smoked fillets.

What does this technological revolution mean to
Billingsgate?

It means continuity of supply, so necessary for customer
loyalty. It means improved quality with fish quickly landed,
efficiently handled, well iced in new clean boxes, graded and
packed with care.

It means brand naming with packers, jealous of their
reputation, identifying their products with colourful and
designed labelling. It means that smoked mackerel is moving
from the delicatessen to the fishmonger, from the
restaurant to the family dining table.

This has not happened overnight, although by the way
the fishing industry normally moves, it has been a
let us hope no one will spoil it by over fishing the
or putting corners and lowering the standards.

you will have a first-class
earth.

You can get Dynaplates
from Coastal Radio Ltd., now
a subsidiary of Marconi
Marine, Eletra House,
Westway, Chelmsford, Essex.

Before I go
full-time...

"I KNOW FROM recent
experience that fishing is
far more profitable than
my own trade. So I want
to go fishing full-time."

"What I want to know is
how to go about it?"

"How do I find out about
registration and regulations
and how do I qualify for a
grant or loan to get a larger
boat?"

"The best plan for you, and
for anyone in a similar situa-
tion, is to consult your local
White Fish Authority
representative about your
plans and prospects."

He can tell you about any
regulations you have to meet
and what you must do to be
eligible for a grant and/or
loan.

The WFA divides the coun-
try into four regions —
northern, eastern, western
and southern. Each area has
a regional officer and one or
more area officers.

As you operate in the
western region, you should
contact your nearest area of-
ficer: Mr. J. Paterson Jones,
5 Fish Trades Building,
Fleetwood, Lancashire.

WFA area officers in the
northern region have offices
at 164 Market St., Aberdeen;
30 High St., Lossiemouth and
4 Bernard St., Leith.

Eastern region officers are
based at 37 West Percy St.,
North Shields and
Womersley Road, Fish
Dock, Grimsby.

The southern region ad-
dress is 2 Battery Green
Road, Lowestoft and 168 Ar-
mada Way, Plymouth.

Wood fleet rebuild
gets underway

GEORGE WOOD
(Aberdeen) Ltd.'s 98-
footer being built by
Richards (Ship-
builders) Ltd. of
Lowestoft is the firm's
first multi-purpose
vessel of stern trawler
layout.

Managing director of
George Wood, William Wood,
told *Fishing News* that the
boat (*Fishing News*,
December 9, 1977) will be in-
itially geared up for bottom
trawling for white fish, but
will be able to switch to other
methods of fishing if re-
quired.

He said the vessel will be
ideal for fishing the North
Sea and she is scheduled for
delivery at the end of this
year.

The boat will be skippered
by James Wood, who at pre-
sent commands the com-
pany's sidewinder *Admiral
Mountbatten*.

With an overall length of
29.8 m and a stout beam of
8.22 m, the vessel will have

her machinery space forward
and the fishroom arranged in
the mid-body.

Propulsion will be provided
by a Mirreles Blackstone
ESL8 engine rated at 915 hp
and turning a controllable
pitch propeller. Deck
machinery will include a fully
integrated Norwinch split
winch system with main
winches, sweep winches and
gilson winch.

She will be fitted with a 440
V, three-phase, a.c. electrical
system and equipped with a

full range of navigation,
fishing and communication
equipment to latest stan-
dards.

Accommodation for 12 will
be arranged forward and is to
be of a very high standard of
comfort and safety.

The vessel is being built
under the survey of, and will
be classified by, Lloyds
Register of Shipping.

George Wood (Aberdeen)
Ltd., a long-established
family-owned business,
currently operates a fleet of

nine sidewinders all in excess
of 100 ft.

Well over half the Aber-
deen trawler fleet is nearing
the end of its economic life
and a number of other owners
are making moves towards
fleet replacement.

The majority of local
owners feel that vessels just
short of 100 ft. fit the bill.

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currently operates a fleet of

nine sidewinders all in excess
of 100 ft.

Well over half the Aber-
deen trawler fleet is nearing
the end of its economic life
and a number of other owners
are making moves towards
fleet replacement.

The planning department
of Shetland Islands Council
recommended refusal of the
proposed tank would only
contain 15 per cent of the con-
tents and there was, there-
fore, a pollution risk.

However, the council
agreed with those members
who said that any part of the
fishing industry willing to ex-
pand should be helped by the
council.

The boat is of a class which
has been operating
successfully out of Scottish
ports and she has begun
working out of Maeduff.

Mr. Rainford explained:
"Fishing is slack here right
now and we are letting her
stay in Scotland because, as
in all new ships, there are one
or two teething troubles to
sort out. She will probably be
coming round to Fleetwood at
the end of February."

"She is capable of doing
anything that the 70 ft. Spon-
tiks could do and we believe
she is the ideal type for the
Irish Sea."

Deejay was built with the
aid of a £22,000 EEC grant.

Recalling some of the
stories which appeared in
our columns this week 50
years ago.

GRIMSBY trade crippled
due to shortage of
supplies and water Neap
tide coincides with
southerly wind and it is
only possible to open dock
gates briefly.

SHIPWRECKED Fisher-
men's and Mariners'
Relief Benevolent Society
makes a grant of £21 10s.
6d. to the wives of four
King's Lynn, Norfolk,
fishermen who died in
mystery smack sinking in
The Wash.

GRIMSBY trawler *Car-
mania* loses her mast on
homeward journey from
grounds.

CAPTAIN W. Howard
Carrington, pioneer of
Grimsby fishing industry,
dies at Fleetwood.

LARGEST and most
modern fish canning and
preserving factory in
Europe being built in
Gothenburg harbour.

CREWMAN of Grimsby
trawler *Neuhaven* loses
finger and receives 30s.
£1.50 compensation a
week. A piece of coal rolled
on to his finger which
then went septic and had
to be amputated.

GRIMSBY fishermen
breaks windows of
Muddy and Kelly Co.
because the trawler com-
pany withheld his pay. He
was owed one day's wage
when he broke his con-
tract.

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JOE TAYLOR (right), managing director of Kelvin engine agents
Seaford Marine of Fraserburgh, presents Skipper George
Sutherland of *San Pour* (FR 212) with a pair of binoculars for
grossing over £200,000 in a year with a Kelvin engine. The
presentation was made at a dinner held in the Alexandre Hotel,
Fraserburgh.

£200,000 YEAR

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Seaford Marine of Fraserburgh, presents Skipper George
Sutherland of *San Pour* (FR 212) with a pair of binoculars for
grossing over £200,000 in a year with a Kelvin engine. The
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